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New Millennium Group Spoofs Itself
To Demonstrate Over-Abundance of Parking in Downtown Buffalo

Buffalo, NY -- With tongue planted firmly in cheek, the New Millennium Group of Western New York, building off their successful "Walk Buffalo" book, promoted a different kind of walking tour today at the corner of Franklin and Huron in downtown Buffalo. They called it "Park Buffalo."

Jeremy Toth, President, explained, "We stand in front of a parking ramp, across from a recently demolished occupied office building that will soon be a parking ramp, across the street from a surface parking lot and just down the street from yet another parking garage and surface lot. Nothing says Buffalo like lots of parking. Our walking tour will help people see each and every one of the scores of parking lots in downtown Buffalo."

Patrick McNichol, Co-Chair of the group's Transportation Action Group, displayed a diagram of downtown Buffalo showing, in red, over 50% of the property devoted to parking. He said, "Sure, there's a lot of red on this map, but not enough. If our master-plan is to demolish all of downtown, then we're only halfway there. If you look very closely there are still some buildings that are standing—standing in the way of parking progress."

NMG was joined by George Grasser, President of Partners For A Livable W.N.Y., who said, "I was never a believer in city living, but taking the New Millennium Group's Park Buffalo tour has totally changed my opinion. I now plan to move downtown because, even though there are few buildings left and even fewer places to go, there's plenty of parking!"

Also joining them were Councilmembers Golombek and Franczyk who have sponsored a Resolution calling for a moratorium on construction of any more parking until a comprehensive plan is created.

"Despite a solid demolition plan, there have been a few minor setbacks," said Golombek. "The bulldozers unfortunately did not arrive soon enough to places like Chippewa Street and Elmwood Avenue, and those areas are now suffering a resurgence of vitality and economic activity."

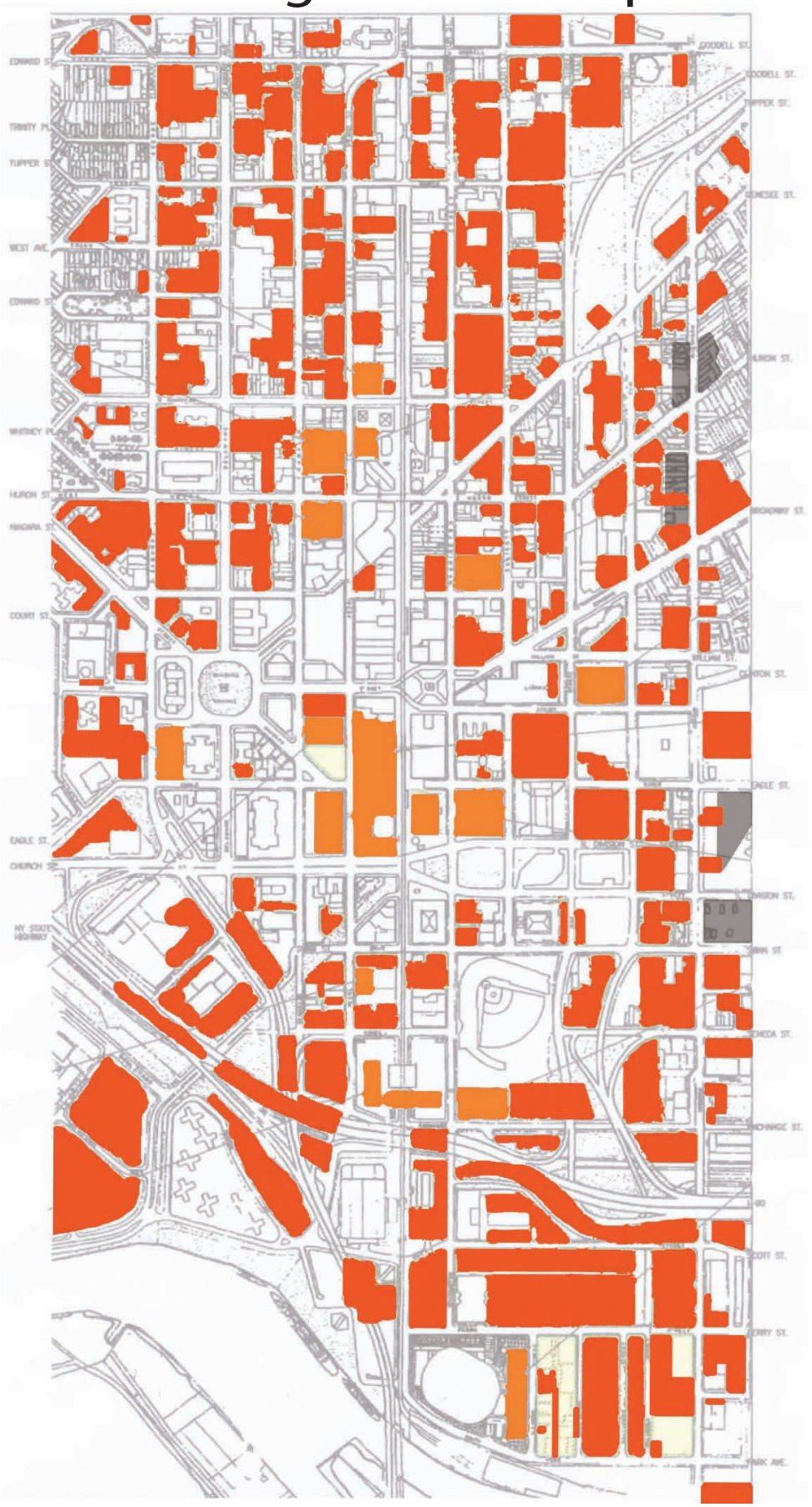
"As the cars and their parking spaces take over downtown Buffalo, humans have become an endangered species. It's as desolate as a scene from a Terminator movie," said Franczyk. "But those were really awesome movies, though!"

Nate Neumann, NMG Board member, leaving the levity aside for a moment, explained that the group has three main recommendations to help solve what they view as over-development of parking in Buffalo:

1. Downtown Buffalo needs better parking management; not more parking. Therefore, in the short-term, a moratorium should be placed on additional downtown parking until a comprehensive plan is developed.
2. Instead of focusing on parking alone, the City of Buffalo should concentrate on improving all kinds of access to downtown, including the completion/expansion of the light-rail system, more frequent transit service, adding bike lanes and paths, and promoting walkability through good urban design.
3. Parking issues should be considered in the larger, long-term context of urban planning. Parking is not an end to itself. Buffalo Civic Auto Ramps and the City of Buffalo Board of Parking should therefore be wholly subordinate to the Office of Strategic Planning.

Toth concluded, "Cities around the country are revitalizing themselves by creating vibrant, walkable villages in their downtown cores. That's why it's so great we are doing exactly the opposite. We believe our walking tour will be the first in the country. We may be able to create a whole new tourism industry. And since there is so much parking, we expect visitors will spend a night or two to see it all—a real boon for our downtown economy."

Downtown Buffalo
Parking Lots & Ramps



Surface Lots Parking Ramps